

# AVIATION

OCTOBER 8, 1923

Issued Weekly

PRICE 10 CENTS



U. S. Naval Torpedo Plane Squadron taking off in San Diego Bay

VOLUME  
XV

## SPECIAL FEATURES

NUMBER  
15

ST. LOUIS RACES POSTPONED  
SIDELIGHTS ON THE ST. LOUIS MEET  
BELGIUM AGAIN WINS GORDON BENNETT RACE  
THE UNITED STATES WINS THE SCHNEIDER CUP RACE

THE GARDNER, MOFFAT CO., Inc.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK



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In 1922 in the Pulitzer Race at Detroit the Army Curtiss Racers with Curtiss motors took first and second places, and the Navy Curtiss planes (of 1921) took third and fourth places, again establishing world's speed records for the various distances covered.

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was used in all phases being at night.

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The official guide of the United States Touring Information Bureau, which is now an auto or all Standard Oil Company (Standard) service station, contains a complete directory may be compiled by the National Automobile Association of the U. S. A. together with a list of leading fields at which Stanolind Aviation Gasoline and Stanolind Aero Oil may be had.

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OCTOBER 8, 1923

# AVIATION

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400 H.P. 2400 lbs. weight  
400 H.P. 2400 lbs. weight

# WRIGHT MODELS T ENGINES

L. D. GARDNER  
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L. D. WARD  
G. H. NICHOLS

Vol. XIV

OCTOBER 8, 1923

No. 15

# AVIATION

LEONARD A. DICK  
VINCENT E. CLARK  
EDWARD F. WARD  
RALPH H. LIND

## The Air Limitation Agitation

THE American Legion, in spite of the clear statement of President Coolidge that such a conference is inadvisable, continues to agitate for a meeting of the nations to discuss disarmament. Through the activity of Count Folke Bernadotte, the FIDAC, the international association of pilots, at its annual meeting at Brussels, voted unanimously to support the American Legion's proposal for a conference to discuss military disarmament by international agreement. The conference was adopted without any dissent of the world "disarmament" establishing a joint power, to recommend to their respective governments the calling of the national plenipotentiaries of a conference on disarmament. The Hague peace conference is to carry on the work of disarmament in naval and military matters, and is to be held in Washington, D. C.

The American Legion World is commenting on this proposal with the belief that the delegates speak truly for their own people when they say "that the nations of the world should gather about a round table and try to end the exposure and position of the world which we are now in the lightest and most deadly reflection of fighting from ourselves." A poll of members of Congress, governors, senators and others was made which shows 400 for the plan, 14 against and 24 abstained.

The American Legion has pointed out at other times, such a conference called by the United States is inadvisable. President Coolidge is not to be stampeded into any responsible position by the suggestions of the American Legion organized as a part of its propaganda for a league. We maintain that an international conference is a grave mistake as an attempt by the Legion to influence the minds of the public the thought that because there was a great expenditure made for war aviation, it is the duty of the government to spend more money on the same.

The importance is stated that it would be infinitely better for the American Legion to give attention to its own membership, which appears to be decreasing, than to embark on a campaign which is evidently planned to gather around the Legion banner all the pacifists and idealists who are so willing to sacrifice the most important means of defense to the country for purely sentimental reasons.

As has been repeatedly stated, unless there is to be a balance of armaments of all kinds, military, naval and aerial, it is impossible to speak of air limitation. Limiting air strength for limitation may have much deeper significance than just putting a limit on the number of aircraft.

Perhaps after the change of officers this month it will be seen that the whole international discussion was started on to force peace. President Wilson's European commission after the war. With this prospect so near, Aviation will certainly hope as well as predict that the new officials will be the folly of pursuing this campaign further.

## The Schneider Cup

THE United States Navy team in winning this year's Schneider Cup airplane race at Oulton, England—the first in which America has participated—brings the coveted international trophy to this country for the first time where, according to the rules, it will be contested for next year.

In winning the race at a speed of 177.5 m. per hr. at Oulton, the United States team not only established a new record for the course but exceeded the old record by over 10 m. per hr. The speed of the plane piloted by Louis Rilling, which was the fastest, closely approximated that of the winner and the third race was between these two Navy pilots.

The Navy, in whose hands the trophy of the Schneider Cup will rest for the present, may be depended on for adequate defense measures for next year's race. In the meantime the Navy will continue its efforts to develop the Navy as a characteristically thorough preparation and splendid accomplishment, to the American Legion and the American Legion, and to the Carter Company which built the plane and engine.

## Tragic Sport

INFORMATION regarding the circumstances surrounding the death of five of the contestants of the Gordon Bennett Race held in Brussels is too meagre to connect on this and after with certainty regarding details. The fact that a sporting event was started under weather conditions which made the start in danger that there was a loss of the balloons can be attributed either to inadequate field arrangements or a false admission to the organizers of F. A. I. rules. In either case the blame cannot be placed on the racing pilots who according to certain regulations are conditions. It would appear that a modification of the rules may be in order so that the greatest sporting competition in all aeromarine will not be turned into a shoddy contest with the elements following in too old a form of aerial navigation to be kept in such a manner.

The loss of Louis, Robert S. Gurney and Louis, John W. Gurney, our American Air Corps, is not only mourned by the whole American aeromarine world, but their loss to the Air Service is very real. Both were expert balloonists of a high order and their death under such extraordinary circumstances adds two more names to the list of heroes. Americans who have sacrificed their lives in being loyal to the country.

Experience is the best teacher, but it is necessary that it be not only accompanied with tragic disaster. Yacht races are postponed and ships are held in port when hazardous weather conditions prevail. What is good judgment in yachting and shipping should apply equally to aeromarine. We hope that there will never be another race permitted where the odds are so heavy against these fine sportsmen of the air.

# The United States Wins the Schneider Cup Race

## Navy Pilots Secure First and Second Place in Curtiss Navy CR3 Seaplanes and Break Record for the Course

Leut. David Rittenhouse of the United States Navy, piloting a Curtiss-Navy CR3 seaplane at a speed of 177.34 mi./hr., was on Sept. 28 the Schneider Cup from an English leader against a field which had been reduced to another American, an Englishman and a Frenchman.

Lieutenant Rittenhouse crossed the finish line of the 186 nautical mile course in 1 hr. 22 min. 35 4/5 sec. Lieut. Rutledge Irvine, piloting another Curtiss-Navy CR3, finished second, with a speed of 175 mi./hr. Less than two minutes behind Rittenhouse, and the Englishman, Capt. H. C. Bland,

competing July, with the sea still and the water like a mill pond at the start. Though these conditions pleased most of the competitors and the spectators, they were not alike to Captain Bland. Owing to the type of his plane, rough weather and a choppy sea have been very favorable to him. The American seaplanes, being fitted with float instead of hulls, were lighter than either the British or French machines.

The fact that the most powerful American plane the Navy-Wright NW2 with Wright T2 760 hp. engine, had been put

on F. W. Wood, whose engine, the Navy-Wright NW2, was damaged by an accident in the trials, and Lieut. A. W. Gorton, who won the Curtiss-Morse Trophy last year with a Navy CR3 seaplane of similar type to the T22A entered in the Schneider Cup race. From dispatches stated that one of the American entries had severe trouble before the start and was unable to compete. While neither the plane nor pilot was identified, the incident referred to was probably the Navy T21A, as the Navy-Wright machine had met with an accident four days before the race.

race insured the holding of the contest next year in the United States, as the prize committee that the winning country shall hold the following year.

The requirement that flights be over water and over triangular courses of 186 nautical miles was first probable only in about six. These include Long Island Sound section; Cleveland, Detroit or Chicago, San Diego or San Francisco and Pensacola, Fla.

The winning seaplane piloted by Lieut. David Rittenhouse, at Crows is a development of the Navy-Curtiss land plane which



The Navy's Schneider Cup Team. L. to R. the pilots are Lieut. F. W. Wood, in charge and alternate pilot, David Rittenhouse, Rutledge Irvine, A. W. Gorton and Lieut. Charles W. Fox, navigator. Lieutenant Rittenhouse won the race, while Lieutenant Irvine finished a close second.



World's Record. Curtiss-Navy racer, CR3 type (Curtis D12 460 hp engine) on which Lieut. David Rittenhouse, U.S.N., on Sept. 28 at Crows, England, won the Schneider Cup Race, at a speed of 177.34 mi./hr.

piloting a Supermarine with Supermarine engine, finished third, 5 min. behind the winner. The Frenchman was flown into water before reaching the finish line, and his plane was towed ashore undamaged. The race required five circuits of a triangular course each circuit equivalent to 42 land miles.

Captain Bland had been disappointed because he rose from the water before crossing the starting line, instead of leaving over it, but as the plane touched the water after crossing the line the judges withdrew their disqualification ruling. Engine trouble developing at the last minute kept one of the French entrants from flying. Accidentally during trials had already accounted for the one of the American and one of the English entrants.

Lieutenant Rittenhouse's speed is a record for the event, beating by 31 mi./hr. the record established at Naples last year by Captain Bland.

Stage crews, which included many of the highest of the British Navy officials, gathered to see the race, and Crows was filled with American and French visitors. The U.S.S. Pittsburgh was anchored off Crows and two French ships were stationed in the Solent.

The American navy backed their sponsorship to take the honors, as it shows was plenty of confidence in Captain Bland as his Supermarine "Sea Lion" among the Englishmen.

The race was favored with magnificent weather, the sun

out of action by an accident and was not competing led away to believe that the race would be more even.

During the seven circuits the day before the race, B. W. Kennworthy, pilot of the British entry Napier "Pilot" had a narrow escape when his plane exposed and sank in deep water. The plane had just crossed the starting line and was landing when it suddenly began to dip by the tail. It plunged forward twice and then sank. Kennworthy was thrown to the bottom of the cockpit and did not emerge for 30 sec. He was immediately pulled up by Lieut. Manrope of Bland's in a motor boat and recovered promptly when artificial respiration was applied.

Large crowds watched the qualifying trials. Each machine was required to take over the starting line at 200 yards, then over two half-mile stretches at a minimum speed of 12 knots and then take across the finish line and be returned for its last hour's start.

The American cruiser Pittsburgh arrived in the Solent the morning of the race, and exchanged salutes with the British naval vessels at Portsmouth.

America was represented in the Schneider Cup Race the day for the first time. The team consisted of four Navy pilots, Lieut. David Rittenhouse, who piloted the winning Navy-Curtiss CR3 seaplane; Lieut. Rutledge Irvine, who secured second place in a sister ship of the winner; Lieut.

Both Lieutenants Rittenhouse and Irvine are from Washington, D. C., having been stationed at the Naval Air Station at Annapolis, D. C., for a number of years.

Lieutenant Rittenhouse is an experienced Navy Pilot. He flew a Navy entry in the Pulitzer Race at Detroit in October of last year. He was born at St. Paul, Minn., and is 29 years old. He now serves in the French ambulance service during the Great War, until 1917, when he joined the U. S. Navy for aviation service.

Lieutenant Irvine is also a Navy pilot of varied experience. He is the holder of the world's altitude record for weight service with a single motorized airplane. On April 17, at Dayton, Ohio, he took 1,000 lbs. up to 12,500 ft. in a Navy CR3 seaplane. He was born at Brooklyn, N. Y. He joined Naval Aviation in 1917. He is 27 years old.

The Schneider race is the marine air classic of Europe. The trophy which was donated by Jacques Schneider, thoroughbred sportsman, was valued at 25,000 francs.

The results of the previous Schneider Cup races are as follows:

1913—Held at Monaco. Won by French on Supermarine. Speed, 72 km./hr. or 44.7 mi./hr. Winning country: France.

1914—Held at Monaco. Won by Howard Pugh on Supermarine. Speed, 50 km./hr. or 31.1 mi./hr. Winning country: Great Britain.

1915 to 1918—No contest on account of the war.

1919—Held at Bournemouth, England. Won by Jacobus on Supermarine. Speed, 100 km./hr. or 62.1 mi./hr. Winning country: Great Britain.

1920—Held at Venice, Italy. Won by Commander Bolagay, R.F.A., on Supermarine. Speed, 100 km./hr. or 62.1 mi./hr. Winning country: Italy.

1921—Held at Naples, Italy. Won by Captain Bland on Supermarine. Speed, 100 km./hr. or 62.1 mi./hr. Winning country: Great Britain.

The victory of American Navy team in the Schneider Cup

was the Pulitzer trophy at Omaha, Neb. in 1921, piloted by Bert Acosta. In 1922, at Detroit, the same plane finished fourth in the Pulitzer race, piloted by Lieut. A. W. Gorton.

This year, with twin engines, a 100 hp. Curtiss D12 engine and two additional propellers, both the Curtiss-Navy CR3 planes carried a maximum weight of the size of 184 mi./hr., an official world's record for seaplanes, in tests before being shipped abroad to the Levantine.

## An Extraordinary Story

The Chicago Herald-Examiner in its issue of Sept. 16 reports an extraordinary story of how two outstanding fighters of the U.S.N. are supposed to have engaged in aerial battle which nearly ended in tragedy. The story reads as follows:

"An airplane battle between two fighters of the Ku Klux Klan was fought in a dense, low cloud in a tragedy, as the descending twilight lighted over the Coast Range north of Astoria, where 30,000 Klansmen and other thousands of spectators watched breathlessly.

"The challenge came with the arrival of a lone monoplane and an aviator who undertook to prove the ground with its facts nothing but the arguments of former Imperial Wizard Simmons, who is a likely striking the ground engine loaded by H. W. Evans.

"But the Klansmen on the ground were not willing to be thus humiliated. Somewhere they found two planes and two expert pilots who volunteered to drive away the aviator.

"Formerly three planes were striving over the field. The defense planes maneuvered expertly into the path of the propaganda plane, forcing it to land and to give up the fight.

"Nobody actually wanted to crash, but there were several near-crashes.

"The incident was fully as clever as his services. Time and he swept under, over and alongside, the wing-tips almost touching. And every time he worked into a good position he shivered into smoke. The pendulum swung, but at least half an hour and then the incident was over, and the aviator was in a good position. Whether he had managed to distribute all his efforts in an open question. But he certainly distributed a great many."



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station liaison. As it is now, a pilot has to come down to a previously low height to identify the station's name—if he can do it at all.

A remarkable cross-country flight to the coast was made on a DH-4B by Lt. Col. French H. Whitmore, U.S.N., who arrived in St. Louis from San Diego. After making a 700-m. one-stop flight from San Diego to Salt Lake City, Lieutenant Whitmore was forced down in Wyoming by a broken gear—had to speak of a man, whom, sitting on one of the broken telephone lines with a special key, he called up as Air Mail No. 4, and a mail pilot brought him a spare for the broken part, which enabled him to proceed. Lieutenant Whitmore was high in the praise of the efficiency and helpfulness of the Air Mail Service.

Capt. Georges Thérault, French air attaché and formerly commander of the Lafayette Squads, was an interested spectator of the races.

Twenty Army Air Service ships flying in tactical formation flew from Kelly Field, Tex., to St. Louis, averaging 1600 m. in 8 hr. 45 min.

Minneapolis and twenty sent a strong contingent of aerial fans to St. Louis. They were in eight planes and aircraft, eight, started to land their home town as a desirable site for the 1934 Pulitzer Trophy race.

Major Gen. Stuart M. Patrick, Chief of Air Service, had his "baggage" in St. Louis. In this plane, a DH-4B, accompanied by the Harvard Air Interceptor, Depot, General Patrick made an aerial inspection of the race course, piloted by Capt. R. Clair Hooton, U.S.N., his aide.

The contestants were given sufficient time to familiarize themselves with the race course, which was a nice proposition. The lay of the course, in particular, was difficult to follow, an account of the trials being of the Mississippi river.

A pilot and plane combination, which recalled the old days of the 30-mph. OX-51, had "TLC" (Ladies' Love).



Official Photo U. S. Navy

"Yes, we have no car"—students at the Naval Air Station, Pensacola, Fla., learn the Morse code while indulging in "radio sleep."

From Fort Valley, N. J., to St. Louis. "TLC" has now been in the flying game for ten or twelve years, while the Rogers-Dyer ship was designed by Charles H. Dyer, another aviation pioneer, who was modestly responsible for the well-known Standard J1 training plane. As for the OX-51, it is too well known to need special mention.

A fine cross-country flight was made by Master Cole who flew a Thomas-Morse SMC plane with 30 hp. to St. Louis from Troyden, N. D., to St. Louis. The SMC was originally designed as a proposed training ship.

The Army Fokker T2, the big monoplane of transcontinental one-stop and multiple emergency flights, entered record flight activity at a record of its large size. The ship was flown to St. Louis from McCook Field, Ohio, carrying 12 officers and enlisted men.

Monday night St. Louis Airport was illuminated by a large searchlight and considered light, which gave it a very festive appearance.

The Customs patrol ship on which Lt. Harold L. Moulton, A.S., had made two attempts to cross the restricted area was in one between dawn and dusk, appeared in St. Louis on a transatlantic cargo ship—which was a surprise to some that no ship was to be seen. The ship was short this ship was designated as "Corps Observation, Experimental."

W. Frank Carter, the active chairman of the St. Louis Air Board and the man who has helped the foundation of St. Louis in aviation, the next, will have a volume of experience to give to the next set of underlings to hold the national air war. St. Louis started from nothing and has become an outstanding achievement in its aviation progress.

One hundred and fifty thousand dollars in the estimated cost for the Third International Air Races. Almost \$100,000 was spent on creating an airport in the Mississippi Valley that will provide a permanent monument to ship, 1933, and—4. It was all in all probable that the receipts from the 1933 annual air show—on a high estimate being made on \$2,000,000—will be a profitable venture.

## Record Dirigible Flight

The French dirigible Demade broke all records for distance and endurance when it landed at the Camp-Perronne airfield, Strasbourg, at 6:58 a. m. Sept. 28, after an uneventful voyage of 4080 mi., lasting 155 hr. 43 min.

Leaving Camp-Perronne on the morning of Sept. 28, at 7:20 a. m., the giant dirigible made straight across the Mediterranean on its way over Algeria, and Tunisia to the outskirts of the Italian Desert on Sept. 29. Starting back home Sept. 27 and meeting with a hurricane near Sicily, the airship was compelled to turn back to Africa.

On Sept. 28 the Demade started across the Mediterranean coastward, flying over Sicily and Corsica. Eight air balloons, piloted by officers, were sent to Bordeaux, and then, after an uneventful course, flew over Paris on the morning of Sept. 29 at 7 o'clock.

Along the coastward course were the Demade passed over Rome, where it dropped a wreath on the monument to the republic, before the dirigible Republic collapsed and crashed down some years ago. The dirigible was over Nice and near Carlo at 11:30 p. m. Sept. 29. Starting the Mediterranean during the night, it landed at its starting point Sept. 28, at 6:58 a. m.

It made two record voyages of the French Air Service, the "Démade" and the "Méditerranée," both of which are former German Republics, have recently displayed considerable activity in the Mediterranean Sea. The two ships have effected various naval operations in connection with the French battle for including long-range reconnaissance work. The "Méditerranée" later crossed the Mediterranean Sea from Tunis to Sicily, crossing the 42nd air division in 8 hr.

Two long voyages are in the present since the only return voyage of Germany's first Zeppelin fleet, as the German air Republic headed over to Italy some hours ago and with the "Eggen" (or "Hermann") machine in connection, which all the Zeppelins succeeded in Great Britain have been active in their ships for several years.

The "Méditerranée" the former German naval airship LZ-12, on Oct. 2, 1926, 1000 mi. it against, the largest rigid airship in the world. The "Méditerranée" (or "Hermann") is of 100-000 ft. in length.



A wonderful landmark—Broom Airport such is the one nearby.

## Coast Pilots Unite

A Los Angeles, Cal., dispatch of Sept. 30 announces that more than 100 aviators have united in forming the Professional Pilots' Association with the chief object of abolishing "dummy" flying, which is said to be responsible for more than 50 per cent of airplane accidents.

## ZR1 Completes St. Louis Flight

The Navy dirigible ZR1 completed on Wednesday, Oct. 5, at 6:18 a. m., a flight of approximately 5200 mi., from Lakehurst, N. J., to St. Louis, Mo., and return. The inflating trip consumed 42 hr. 40 min., including a stop of 95 min. at the St. Louis station held at Hedgesville, where the International Air Lines scheduled for Oct. 5.

The ship left Lakehurst Naval Air Station at 6:58 a. m., Monday, Oct. 1 and reached St. Louis before dawn Oct. 2. It stayed over the city for a time and landed at the Hedgesville

## N.A.A. Elects Officers

The election of officers of the National Aeronautic Association, held at St. Louis, Oct. 2, resulted as follows:

Howard K. Coffin, President  
Harold W. Cross, Vice-President  
Burgess Smith, Treasurer  
Dudley M. Otis, Secretary

Mr. Coffin who had been re-elected as the president after an apparent deadlock, resigned the following week, and Fred W. Penrose, of Dayton, Ohio, was elected in his place.

Full details of the election will be given in an early issue.

Field at 7:32 p. m., leaving for the West at 8:30 p. m. with Rear Admiral W. A. Moffett, Chief of the Bureau of Aeronautics, aboard.

Admiral Moffett was greatly impressed with the performance of the ship, which he stated at first attained a speed of 75 mi. per hour. Ralph D. Woodhull, on command of the ZR1, reported that except for strong head winds encountered on the western flight no unusual conditions were met with. The air field and night performed excellently throughout the trip.

The ZR1 is to be formally christened "The Massachusetts" by Mrs. Bertha, wife of the Secretary of the Navy, on Oct. 10. The name was suggested by Mrs. Bertha and is reported in the Navy Department because of the ship's origin and appropriate meaning "Daughter of the Stars."

## Harry Bowers Mingle Dies

Harry Bowers Mingle, who was President of the Standard Aero Corporation, died at the General Hospital, 1100 Madison St., at 10:15 a. m. Sept. 25 at the age of 45. He was born in 1888 in New York City. He was a graduate of the University of Pennsylvania and the New York Law School. He was a member of the New York City Bar. In 1914 he was named as a member in the Standard Aero Corporation and afterward was made its president. Out of this company grew the Standard Aircraft Corp. During the war Standard, under the name of the Standard Aircraft Corp., manufactured the DH-4 and Handley Page bombers, were manufactured by these companies. Mr. Mingle was active in supporting the Standard Aircraft Corporation.

He was a member of the American Bar Association, the Academy of Political Science of New York, the Lotus Club, the Japan Society and the University of Pennsylvania Club of New York, of which he had been Vice-President and Secretary. He leaves his wife and two sons.

## Macready to Try Again

With the aid of an experienced Miss machine supercharger that will add 200 hp. to his motor at 35,000 ft. altitude Lt. John A. Macready, noted aviator, will try, probably this month, to repeat the world altitude record, which is recently lost to Buck Leavitt, the noted French aviator.

Announcement that Lieutenant Macready would attempt to better Leavitt's 35,175 ft. was made on Sept. 26 by the Glendale, Cal., Dispatch. Captain Dr. A. H. Moss, manager of the Moss supercharger, is associated.









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The Douglas Air Transport

The World's Most Efficient Weight Carrying Airplanes

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# Fokker

## ROUND THE WORLD

CAPTAIN SACADURA CABRAL AND ADMIRAL GAGO COELHO IN COMMAND OF THE PORTUGUESE ROUND THE WORLD FLYING EXPEDITION HAVE PURCHASED FIVE

**FOKKER SEAPLANES**

AND WILL USE THEM EXCLUSIVELY ON THIS EPOCH MAKING FLIGHT

**NOTE --**

IT IS THE KNOWLEDGE THAT FOKKER DESIGN IS ALWAYS A STEP AHEAD, THAT LEADS THE U. S. AND MANY FOREIGN GOVERNMENTS TO CHOOSE FOKKER PLANES

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